

REVISED
Meeting Agenda
Thursday, September 26, 2019

11:30 a.m. – 1:30 p.m.

Public Participation

Call: 888-327-8914

Passcode: 6829 265#

GEF II/ Room 713

101 S. Webster Street

Madison, Wisconsin

TIME	PRESENTER	ITEMS & TYPE
11:30 a.m.	Joel Patenaude, Chair	Welcome and introductions
11:35 a.m.	Members	Agenda review/repair and approval of April meeting minutes
11:40 a.m.	Joel Patenaude, Chair	Discussion concerning new applicants / vacancies
11:50 a.m.	Members	Committee Chair Reports
12:20 p.m.	Kathryn Gehrke & Caitlin Lill, DNR	DNR Update
12:40 p.m.	Cameron Bump, DNR	Winona Connector Project Update
12:50 p.m.	Jill Mrotek-Glenzinski, DOT	DOT Update
1:00 p.m.	Guests	Public comment
1:10 p.m.	Members	Nominate potential future agenda items
1:15 p.m.	Members	Set next meeting date
1:20 p.m.	Joel Patenaude, Chair	Adjourn

Nonmotorized Recreation and Transportation Trails Council

DRAFT MINUTES

September 26, 2019 11:30 a.m. – 2 p.m.

Room 713 GEF II

Madison, WI

Telephone 888-327-8914, passcode 6829 265#

1. Meeting was called to order by Joel Patenaude.

a. Roll Call for Attendance (11:30—11:35 a.m.)

- i. Ben Popp (phone)
- ii. Joel Patenaude
- iii. Geoff Snudden (phone)
- iv. Bill Hauda
- v. Rod Bartlow (phone)
- vi. David Phillips (phone)
- vii. Blake Theisen
- viii. Staff: Kathryn Gehrke (DNR)
- ix. DOT: Jill Morteck Glenzinski
- x. Invited Guests: Caitlin Lill & Cameron Bump (DNR)

2. Approval/Discussion of Meeting Minutes from April 2019 (11:35-11:40)

Kathryn asked for a correction of the minutes on page 6. She would like “Diane Milligan asks how the group wants to collectively comment...” paragraph updated to “Diane Milligan asks the Council to confirm that it would be giving input on the acquisition, development, maintenance and management issues addressed in master planning, not more routine maintenance, small acquisitions, etc., and the group voiced general agreement.”

She would like this clarified as her words were paraphrased too much and made it sound like the Department would consult with the council about all land acquisition, development, maintenance and management which would be logistically impossible unless we had a staff person devoted to collecting information and providing updates on a weekly basis.

David motions for approval of amended June minutes, Joel seconds, minutes approved.

Kathryn will post revised agenda with 11:30 not 11:00 start time.

3. Discussion concerning new applicants/vacancies (11:35-11:50)

Only application we have so far is William Johnson. Joel voices his support for William and his work with the Gandy Dancer and his work with local government. Joel's only hesitation is our lack in representation in water, pedestrians, tribal and people with disabilities and William does not represent those areas. Do we take a pool or accept people as they come?

Ben Popp mentions his work with William Johnson and knows he is an advocate for non-motorized trails.

Group discusses putting names forward to the Governor's Office as they come but want to continue looking for additional representations.

David would like to move the application forward Ben seconds, no objections.

Group has further discussion on who to reach out to for applicants.

4. Committee Chair Reports (11:50-12:10)

a. Funding (Bill, Rod, Dave)

Bill discusses eminent domain current law and proposed legislation from report and work done with BikeFed, sent via email, see APPENDIX A

Bill suggests that this may be a topic the council can take action on

Rob mentions Senate Bill 65 to repeal and thought it would be included in the budget

Jill confirms that when budget was re-written it was removed

Geoff sends link to group which indicates republicans are working on this issue too:
<http://www.paths4people.org/>

b. Outreach (Joel, Anne, Geoff)

Geoff sent a draft on the Economic Impact on Bicycle

Jill further explains the study. Study is not as robust as the previous and was mainly led by department of health and also focuses on bicycle spending. It is currently 8 pages and we are looking into final tweaks and we are hoping to keep it short so it is something the public can use. Governor Bicycling Council is trying to wrap this up on their December meeting. DOT is staff to the council, so the study will most likely go on DOT's website.

Kathryn will send out document and group will provide comments to Jill.

c. Education (Blake, Geoff)

Blake doesn't have anything new but suggests that we heavily share any studies that come out.

5. DNR Update (12:10-12:45)

Kathryn Gehrke gives Master Planning Update:

Blue Mound State Park: initial public kickoff meeting and comment period were held in Spring 2019 and over 1,800 comments were received. As Diane mentioned in June, the DNR planning team has been preparing management alternatives for recreation and resource management at the park.

Alternatives include: management options for nonmotorized trails within the park and connections through the park to other trail systems. Specifically, the management alternatives will discuss options for connecting the Military Ridge State Trail to Dane and Iowa County snowmobile trail systems, mountain bike and cross county ski trail realignment, and connections to the potential Driftless Trail.

Public will have the opportunity to review and provide input this fall. Department will then form the draft master plan. Public will also be given the opportunity to review the draft plan, anticipated release in early 2020.

Northeast Sands Regional Plan: draft plan was posted for public review on July 22, public meetings at end of July and the public comment period extending through August 21. Anticipate presenting the plan for NRB approval in October.

Draft plan proposes the following new actions related to nonmotorized trails on department properties:

- Developing a primitive trail to provide views of Breakwater Falls on the Pine-Popple Wild River.
- Close a small area (14.7 acres) on the Potato Flowage Unit of the Peshtigo River State Forest to public use. This parcel contains a network of trails that currently allow hiking, biking, hunting, horseback riding, and snowshoeing. The NES plan proposes closing this area to prevent impacting an archaeological site. The closure does not represent a barrier to use of the remainder of the trail network and is not expected to materially impact trail users.
- Work with trail users on an expansion of the trail network in the Potato Flowage Unit of the Peshtigo River State Forest as well as trailhead development for the Potato Rapids Flowage Unit.
- Provide up to two additional miles of trail to the existing Otter hiking/ski trail at Governor Thompson State Park.

Western Prairie Regional Plan - November 2018, the department initiated public involvement and the planning process. Presently, after considering alternatives, the department's planning team is preparing the draft regional plan for public review and requests for comment in fall 2019.

The following are opportunities related to nonmotorized trails on department properties:

Willow River State Park:

- Develop and maintain a network of primitive to lightly developed sustainable off-road bicycling trails. Provide support facilities, such as vault toilets, as needed.
- Allow for a regional multi-use trail to pass through northern portion of the park and connect to the day use and camping area, provided the trail logically connects to a trail segment outside the park boundary.

Kinnickinnic State Park:

- Develop and maintain a network of primitive to lightly developed sustainable off-road bicycling trails. Provide support facilities, such as vault toilets, as needed.

Kinnickinnic River Gorge and Delta State Natural Area:

- If demand exists, develop and maintain a multi-use primitive trail that would allow access to a popular viewing area on the south side of the Devil's Den or Devil's Punchbowl. The developed trail would specifically be routed to protect sensitive resources.

Southwest Savanna Regional Plan – In spring 2019, the department initiated planning with a public involvement process. The input received is summarized in the Public Scoping Input Summary posted on the DNR SW Savanna Ecological Landscape webpage. Presently, the department's planning team is drafting the regional plan.

The public will be given the opportunity to review the draft plan, which we anticipate being released in early 2020. We anticipate presenting the plan for NRB approval in summer 2020.

Badger State Trail, Military Ridge State Trail and Sugar River State Trail are included in this project. At this time the department does not have any specific actions related to nonmotorized trails to consider.

Central Sand Plains Regional Plan – The department engaged the public at a scoping meeting in Adams, WI on August 28. The comment period for public scoping of planning issues to consider runs through September 27. At this time the department does not have any specific actions related to nonmotorized recreation and transportation trails to consider.

Central Sand Hills Regional Plan – The department is currently collecting background information for this regional plan, including a rapid ecological assessment and short, "postcard" surveys of visitors to Devil's Lake and Hartman Creek state parks.

We anticipate finishing our pre-planning data gathering by the end of 2019 and posting a series of summary documents describing the region and properties in February 2020.

We plan to hold an initial public "kick-off" meeting in late February or early March to gather input on the properties and their future management, regional ecological and recreation needs. At this time the department does not have any specific actions related to nonmotorized recreation and transportation trails to consider.

Northern Highland – American Legion State Forest Master Plan Variance – The public had an opportunity to review and comment on a variance to the NHAL master plan during a public comment period that ran from July 26 – August 16. The variance follows up on the 2017 amendment to the

recreation portion of the NHAL Master Plan which authorized 202 miles of ATV/UTV trails to be planned. To date, 51.3 miles have been planned; approval of this variance would bring that total to 70.3 miles planned.

The routes proposed in this variance are primarily on existing DNR roads. One proposed route, the St. Germain connection, would cross the Heart of Vilas County Bike Trail System in three locations. All necessary trail design standards will be used during trail construction to ensure safe trail intersections.

DNR is currently assessing the input received and is working to finalize the variance. Under NR 44, a master plan variance is approved by DNR administration.

Kathryn gives land acquisition and legislation update:

After initial rejection, department received approval from Joint Finance for a \$408,000 land acquisition on September 21. Land is for the Ice Age Trail in Sheboygan County.

Another rejection from Joint Finance was received for the proposed rail trail acquisition in Forest County which would extend the Wolf River State Trail.

Department is working to prioritize all potential upcoming land acquisitions for the coming year, in the next month. Any suggestions for land acquisition are welcome and we can discuss now or via email.

EScooter legislation has been enacted, as mentioned in last meeting, the legislation allows them to operate the same way as segways not Ebikes. DNR still has authority to allow or not allow on state trails and signage will need to be posted if they are allowed.

Another bill, creating an additional class of motor bicycles with wattage over the current maximum of 750 (up to 2,000 watts) is being drafted, as LRB 3383/1.

There are still several bills concerning Lymes disease awareness and prevention that will likely pass in this session.

A bill giving free state park admission to 4th graders passed and will likely be enacted January 1

Draft administrative code package for off-highway motorcycles is out for public comment until September 30 (CR-19-107)

Caitlin Lill, DNR Parks Capital Development Coordinator, gives update on non-motorized RTP funded projects:

Each year a RTP allotment is given to DNR from Federal Government 80% funded projects. Allotment for nonmotorized, motorized (exclusively) and diversified. Some funding is given directly to DNR programs to use on capital development, while some is distributed as grants to partners.

FY20 funded projects:

E&W Bluff Signage at Devil's Lake SP

Relocating the Indian Mound Trail and High Cliff SP

Resurfacing Rawley Point Bike Trail at Point Beach State Forest

Several smaller, replacing decking and general safety repairs on Chippewa River and Glacial Drumlin

Some additional are being allocated through Wildlife and Natural Area: Pewits Nest and Navarino

Additionally, not RTP funded: Hank Aaron State Trail has construction started connection ramp to HWY 100

Diversified funding/projects for RTP can be used anything, not fully motorized but it can be used on fully nonmotorized.

Discussion on motorized use on trails, specifically Ebikes, and Jill mentions proper education will be key going forward.

Kathryn gives outreach and marketing update:

DNR is planning January & February OutWiGo Winter Recreation Events at Lapham Peak and Willow River, please reach out to Kathryn if you or a group you're associated with would like to attend.

6. Winona Connector Project Update (12:45-12:50)

Cameron Bump, Recreation Liaison, joins by phone to give update on the Winona Connector Project.

Winona connector project is proceeding with construction, Buffalo County is finalizing contracts.

10-15 years ago, there was idea to extend Great River State Trail into Minnesota. Group of WIDNR, WIDOT, USFWS and City of Winona began work. Initial grant received by county from DOT, awarded in 2006 and planning began.

Years went on and costs continued to raise, more money was set aside by WIDNR. Years after, project was found out to be much more than originally thought so project was divided into 2 phases. Phase one will connect town park in Buffalo County, Town of Buffalo to City of Winona. Route is along HWY 35 and uses small segment of abandon rail grade and there is a bridge that goes over backwater then a much longer bridge that will connect to abandon road HWY 54. City of Winona and Minnesota have been working on their phase.

Project went out to bid in May, project will start this Fall and goal of finishing up early June 2020. Main source of funding is DOT TAP funding in 2016, in addition to initial grant Buffalo County was awarded 2019 LAWCON funding and 2017 RTP funding. Huge local interest in this project from Buffalo County, they have granted money to this project. Private groups has begun to raise money for the next phases of this project.

David asks if WIDNR has funding that will be allocated to next phase of project. Cameron says it is possible.

Joel asks if there are other trails that are nearby aside from Great River State Trail

Cameron says it is US Bike Route 30 and possibly Mississippi River Trail, when complete one could ride from Great River State Trail to Lacrosse River State Trail, 400 State Trail, etc.

Jill says US Bike Route 30 has been led by Bike Fed and Adventure Cycling next opportunity would be to apply to AASHTO in April. You can update the route after you apply but you cannot apply without a route.

7. DOT Update (1:05-1:15)

Jill Mrotek-Glenzinski gives DOT update. Last week a successful training for __ staff, Designing Successful Facilities for Americans with Disabilities. Next month is White Cane month and DOT is looking at doing safety messaging.

Governors Bicycle Council had quarterly meeting a couple weeks ago. One thing they'd like to look at are what funding sources bicycling is eligible under.

Air Quality Funds, 11 counties eligible for, late spring or early summer we expect to know what projects might be funded. In past at least one bike project has been funded.

Transportation alternative cycle will be coming up in Fall, Jill will forward when she has the information. About 15 million in program cycle.

Bureau of Transportation Safety, fatal crashes are trending down, particularly for drivers and passengers in cars. Fatal crashes for Bike & Pedestrians are holding or trending up which is showing we are not keeping up on what is available for cars. These crashes are only reported when a motor vehicle is involved, not two bicycles crashing.

Webinar coming up on a Multimodal Local Supplement (MLS) local and tribal governments. Eligible activities include bike/pedestrian. At least 3 webinars will talk about program. Jill will send out information.

8. Public Comment (1:15)

No public in attendance.

9. Future Agenda Items (1:16)

Joel asks if there are particular issues that group wants to bring up or talk about at future meeting. No comment.

10. Set Next Meeting (1:17)

Next meeting date is December 4 and March 4 by teleconference and meeting room in DNR GEF II, Madison from 11:30-1:30.

11. Adjournment (1:21)

Motion to adjourn by Joel, Bill seconds, motion approved.

DRAFT

APPENDIX A

NRTTC Bicycling Report by Bill Hauda, 26 September 2019

Eminent Domain Current Law & Proposed Legislation

Current law:

32.015 Limitations. Property may not be acquired by condemnation to establish or extend a recreational trail; a bicycle way, as defined in s. [340.01 \(5s\)](#); a bicycle lane, as defined in s. [340.01 \(5e\)](#); or a pedestrian way, as defined in s. [346.02 \(8\) \(a\)](#).

History: [2017 a. 59](#).

(5e) “Bicycle lane” means that portion of a roadway set aside by the governing body of any city, town, village, or county for the exclusive use of bicycles, electric scooters, electric personal assistive mobility devices, or other modes of travel where permitted under s. [349.23 \(2\) \(a\)](#), and so designated by appropriate signs and pavement markings.

(5s) “Bicycle way” means any path or sidewalk or portion thereof designated for the use of bicycles, electric scooters, and electric personal assistive mobility devices by the governing body of any city, town, village, or county.

On 1 April 2019 Bicycle Federation of Wisconsin authorized Gary Goyke to act as its lobbyist on “bicycle safety or budgeting for bicycle safety and pedestrian projects, EBike legislation and eminent domain.” Goyke is a former legislator (D) and currently operates as a contract lobbyist for multiple clients.

In the area of eminent domain nothing has yet been finalized or introduced, so there is no text that can be considered at this point. The bill is in the drafting stage. Rep. Evan Goyke, D-Milwaukee, son of the lobbyist and an author of the EBike bill, will likely be the main author.

It’s unclear at this time whether the bill will get the Republican support needed for passage. The bill will need Republican sponsors if it is to pass. GOP legislators generally have not looked favorably on condemnation of private land for bicycle and pedestrian facilities. The fact this legislation is still being written this late in the session also raises the question of whether there is enough time left for it to be considered. The Legislature has a floor period extending into November of this year, and a series of short floor periods early in 2020, after which legislators’ interests turn to campaigning and the election.

Bike Fed will undoubtedly use the bill as a rallying and fundraising point for its current 6,500 members and in membership drives to sign up additional bicyclists. If it’s not considered due to time constraints this session, it would be ready for early introduction in the 2021-22 session of the legislature. Something for the Council to watch and consider whether to endorse the legislation as it goes through the process.

NOTEWORTHY:

- a. EBikes are now being promoted by dealers for hunting. The powerful \$1,000 mid-drive is touted as a great way, better than an ATV, to trailer hunting gear to a deer stand and the harvest out. Details at www.EBikeGeneration.com. Watch for them to also show up on multi-use trails.
- b. It had to come, Police interceptor EBikes with a top speed of 28 mph. The International Police Mountain Bike Association's executive director estimates about 4,000 police departments, sheriff's offices and campus law enforcement agencies now use EBikes in some capacity. Some park and forest rangers also use EBikes. From the August issue of BRAIN (Bicycle Retailer and Industry News).

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